

tourist and flight-seeing operations, with a significant number of those flights being done in helicopters. It is not uncommon for flights of 3-7 helicopters to be seen departing or arriving as many as six times an hour, all day long. Nearly all helicopter operations are flying routes specified in a Letter of Agreement with ATC.

Because there is no road system in Southeast Alaska, all travel must be done via boat or airplane. Most of the fixed wing traffic is providing service to the many communities in outlying areas. This fact, coupled with the geography in the area of the Juneau Airport, puts a high density of airplanes in just a few main arrival and departure corridors. The traffic flows used in the area are shown on the accompanying charts.

When approaching from the east and flying over downtown Juneau, remember to self announce your presence as you enter Gastineau Channel on 123.05. Contact Juneau tower as you cross over the Juneau-Douglas Bridge inbound. Flightseeing operations are conducted from Juneau's downtown waterfront

**Super Bear Arrival:** Aircraft arriving from the north of the Juneau Airport will be assigned the **Super Bear Arrival**. This route basically comes down the middle of the Mendenhall Valley and then over the main ramp area of the airport. Continue over the runway and enter the downwind leg for the assigned runway. Approximately one (1) mile north of the runway is a shopping mall (Super Bear Grocery) which shall be crossed at 1000 feet msl. **Maintain 1000 feet until over the runway.** (Helicopter traffic will be transiting over the airport at 500 feet and departure traffic will be crossing over the runway at 1500 feet).

**North Side Tower Frequency:** In the spring of 1999, Juneau Tower began operating a second tower frequency. The frequency is 120.7 is used to handle air traffic operating north of the Juneau airport. The area covered by 120.7 is defined by a line extending from the west end of the runway northwest to the edge of the Class D surface area, then clockwise around to where the surface area meets the highway, then along the highway to the Lemon Creek Bridge, then direct to the east end of the runway. This frequency will be in use during busier traffic periods and will be advertised in use via the ATIS. Traffic that will arrive through this airspace will make initial contact with Juneau Tower on 120.7 and will subsequently be switched to the runway controller on 118.7. Departing fixed wing aircraft will initially depart on 118.7 and if flight into the north side airspace is requested, will be switched to 120.7 after departure. Helicopters departing and remaining in the north side airspace will be on 120.7. Helicopters that will depart and immediately cross the runway to the south will do so on 118.7.